



OKLAHOMA
Transportation



MIDAMERICA **CONNECTIVITY PROJECT** *MPDG Program*



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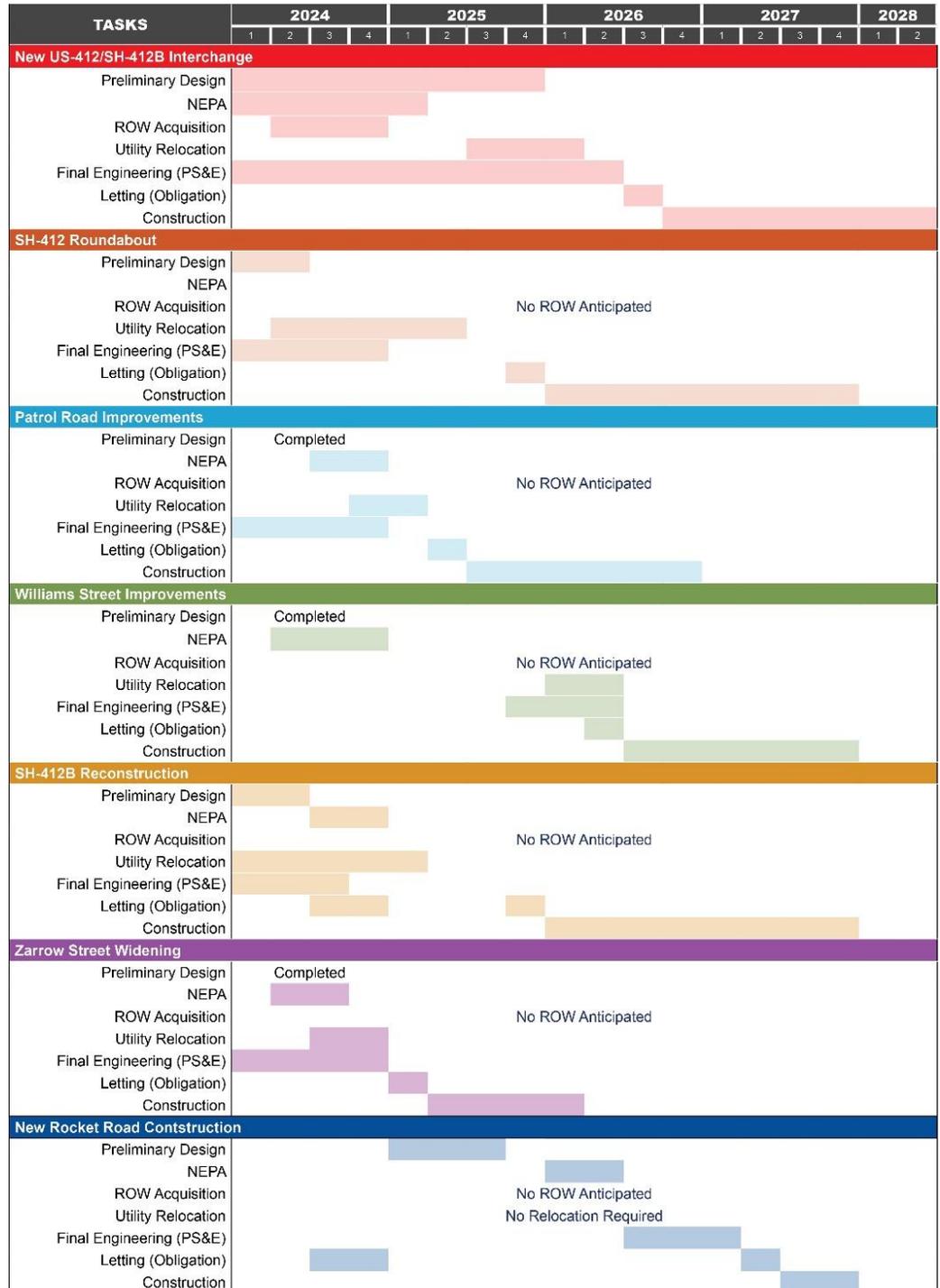


Project Readiness

Project Schedule

Figure 1 depicts the Project schedule for all elements moving forward. With a successful grant application, these projects can be accelerated and strategically sequenced to not only satisfy grant requirements but also optimize the construction timeline. The SH-412B Roundabout and SH-412B Reconstruction portion of the Project are at 65 percent design stage, the US412/SH-412B Interchange is currently at 15 percent conceptual design phase, and the remaining portions of the Project have not begun design.

Figure 1. Project Schedule



Environmental Risk

Required Approvals –

Environmental Permits and Reviews

The text below describes the required approvals and permits, their status and timeline for receiving the necessary documentation:

- National Environmental Protection Act (NEPA)
 - **SH-412B Reconstruction:** Received a Programmatic Categorical Exclusion (PCE) in November of 2023. NEPA documentation can be found in the **Supporting Documents**
 - **Patrol Road improvements:** – Completed a Regulatory Provisions Checklist and Environmental Review in June of 2022, which can be found **Supporting Documents**.
 - **US-412/SH-412B Interchange, SH-412B Roundabout, Zarrow, Williams, and Patrol Road improvements and the construction of New Rocket Road:** are in conceptual design. Environmental review will begin in coordination with preliminary engineering and design. It is anticipated that the SH-412B Roundabout will complete an environmental checklist.

Needed resource agency permits have been identified and are listed as follows:

- Clean Water Act 404 Permitting: This project, specifically the US-412/SH412B interchange and SH-412B roundabout may involve work in blue line streams located within MAIP boundaries. This process has not been started. Estimated timeline to approval is 18 months.
- The Clean Water Act 404 permitting has not been started for Zarrow, Williams, and Patrol Road improvements and the construction of New Rocket Road.

These permits are considered routine and administrative in nature. No complication is anticipated.

State and Local Approvals

- STIP- The SH-412B widening, SH-412B Roundabout, and US-412/SH-412B Interchange are included in the STIP (project numbers [3382104](#), [3535304](#), and [3505004](#), respectively). State/local funding sources will come from the [Rural Economic Transportation Reliability and Optimization Fund \(RETRO\)](#) and MAIP funds (See **Budget** section).
- [Oklahoma 8-Year Construction Work Plan](#) (P. 34) - The Oklahoma Construction Work Plan outlines all the funded projects for construction. The projects are accounted for in this document.

Federal Transportation Requirements Affecting State and Local Planning

The MidAmerica Connectivity Project is consistent with multiple planning documents including:

- Grand Gateway Regional Transportation Planning Organization (GGRTPO) [Mayes County](#)



[2019-2040 Long Range Transportation Plan](#) was developed to provide communities to identify priorities for Mayes county. Applicable goals include: maximizing access to funding, enhancing economic vitality, improving accessibility mobility and connectivity, and increasing safety and security.

- [Oklahoma Freight Transportation Plan](#) (2023) was developed to provide a safe, reliable, and productive freight transportation system that will support the growing economy and population in the state. Applicable goals include: improving the safety and efficiency of freight movement and its interaction with other vehicles, meeting freight transportation needs by maintaining the Oklahoma State Highway System in a state of good repair, directing freight-related transportation investments to support the state’s economy, and capitalizing on federal funding and finance programs to aid investment in the freight transportation system.

Right of Way Acquisition Plans

Right of Way impacts for the project are minimal and have been reduced or eliminated all components of the project. The US-412/ SH-412B interchange project requires right- of-way purchase which is estimated to take 9 months beginning in Q1 and concluding in Q4 of 2024. Right-of-way purchases will be completed in accordance with 49 CFR part 24 and 23 CFR part 710.

Public Engagement

Public engagement efforts began during the MAIP [Active Transportation Connectivity Master Plan](#) process in 2022. MAIP will re-engage with the public once 65 percent plans are finalized for the following portions of the Project: SH-412 Roundabout, Patrol Road Improvements, Williams Street Improvements, SH-412B Reconstruction, Zarrow Street Widening, and New Rocket Road Construction. MAIP intends to facilitate two open forum meetings with park tenants and community stakeholders. For the US-412/SH-412B Interchange, ODOT will begin public engagement and implement their Public Involvement Plan beginning in quarter three of 2024. MAIP and ODOT will work together to ensure all populations are engaged, including APP and HDC communities, and aware of the Project and its schedule.



Assessment of Project Risks and Mitigation Strategies

The following are potential risks, including the likelihood of occurring and details that support the rating:

Project Risk	Risk Level (High, Medium, Low)	Description/Mitigation Strategies
Right-of-Way/Property Acquisition	Medium	Some Right of Way Acquisition is anticipated on the US-412/SH-412B interchange. ODOT’s ROW Division performs early-stage analysis to predict ROW costs and includes a 20 percent contingency to account for unexpected costs. If landowners are unwilling to negotiate, ODOT will, as a last resort, use eminent domain to secure ROW for The Project.
Uncommitted Matching Funds	Medium	See Budget for details on where funds are allocated. At the time of this application, applications for \$8 million of state matching funds are committed via the Rural Economic Transportation Reliability and Optimization Fund (RETRO). MAIP is providing \$15.7 million in matching contributions. Funding commitment letters have been provided by MAIP and ODOT for this project.
Construction Materials Costs	Low	Cost estimates have been developed based on the completion of preliminary design and the start of final design. A 15 percent contingency has been accounted for in each of the projects dependent on the level of design completed. These contingency percents are standards for all ODOT projects at these stages.
Environmental Approvals	Low	It is anticipated that Project components will receive environmental approvals well before construction begins. As the vast majority of the improvements are on existing ROW, impacts are expected to be minimal.
Public Support	Low	As discussed in the State and Local Approvals and Federal Transportation Requirements Affecting State and Local Planning , the project is consistent with statewide and local planning documents. Letters of support have been written by many stakeholders in the corridor.
Procurement, Contracting, and Labor Agreements	Low	ODOT and MAIP will procure a construction team well in advance of the identified construction date through a competitive process meeting federal requirements.
Schedule	Low	The ODOT team will complete preliminary design of all Project components by Q3 of 2025 and will then advance into final design. The first Project component will begin construction by Q2 of 2025.



Technical Capacity

ODOT is a proven leader in infrastructure development and transportation program management. With a rich history of effective project delivery, compliance with federal statutes, and federal formulary fund management, ODOT is well-equipped to successfully execute the MAIP project while adhering to all applicable federal and state transportation project development regulations. MAIP, the state of Oklahoma, and ODOT have partnered for several decades on infrastructure and planning projects to bolster the economic development of the park. ODOT and MAIP are committed to delivering successful projects to Mayes County.

Financial Completeness

ODOT and MAIP have already secured substantial funding for the Project. The Budget outlines, in detail, the sources of these funds. Cost estimates were updated in April of 2024 and reflect recent and anticipated cost escalation and contingency allowances consistent with the current level of design development. Funding commitment letters from MidAmerica Industrial Park and ODOT are provided in the grant submittal files. MAIP is committed to \$15.7 million in matching dollars to complete the construction of this Project.

In 2023, [the 2024-2031 Eight-Year Construction Work Plan](#) contained \$8.8 billion worth of crucial transportation improvement projects. In addition to the Work Plan, ODOT's portion of the project funding will come from the [RETRO](#) funding as established by House Bill (HB) 2079 in 2021. The Oklahoma state legislature committed \$200 million to the RETRO fund to accelerate construction, repair, and maintenance of Eight-Year Construction Work Plan projects in qualifying rural areas that have experienced robust economic development causing an impactful increase in traffic volumes and safety concerns. This is the single highest appropriation towards rural areas in Oklahoma history.

The Project's objective is to enhance travel safety and efficiency on MAIP area and its surroundings. ODOT remains dedicated to advancing this project in collaboration with MPDG grant support, benefiting rural communities and the broader U.S. freight community. Furthermore, MAIP and ODOT are committed to working together to cover any unanticipated cost overruns in the unlikely event that they occur.

